IMPROVEMENTS IN RIVERSIDE PARKS

STEEL TRACK HIGHWAYS-GOSSIP ABOUT THE CLUBS-PLANS FOR SUMMER TOURS-RID-

ING IN AND ABOUT THE ORANGES. In due time the drives in Central Park and Riverside Drive will be in good condition, although the work on them is moving with what ems a leaden pace. The energies of the Park Department are concentrated on the western part of the Drive, between One-hurdred-andand One-hundred-and-twenty-second sts. A lot of gravel has been dumped here, and been rolled as solid as it is possible with the implements at command. These consist of five twohorse rollers, which in spite of a few stones carried to increase their weight, are mere bantams ried to increase their weight, are mere bantams in comparison with a steam-roller. The Department doesn't own a steam-roller, and hasn't the cash immediately available to buy one, although the cost would be much less, doubtless, than that of employing five men and ten horses, not to mention the superior effectiveness. Cycling has been confined to the eastern roadway along that part of the Drive for ten days or longer. At night red lanterns mark the ends of the section undergoing repair, but a number of riders have had falls through running into the western roadway when the wrongly supposed they had passed the stretch of loose gravel.

There are also many places in Central Park requiring the attention of the road menders. The authorities say that the frost, snow and rain of winter always harm a gravel roadway. The frost loosens the material and the water washes some of it away, leaving little gullies. The Park Department advises patience until its forces shall have time to do the necessary mend-

Preliminary plans have been adopted by the Park Department for the shelter and lavatory to be erected in Riverside Drive just below Grant's Tomb and overlooking the river. There is already one for women, and this will be for There will also be a booth for the sale of simple food, such as sandwiches and pie, and of men-intoxicating drinks. There will be racks for mon-intoxicating drinks. There will be racks for the storage of wheels. Whether a fee will be exacted for this has not been settled; if a charge is made, it will be small. The caterier will pay the Park Department for the use of the building. At first the plan was to have a Pompeian structure of marble, to cost something like \$100,000, but the Commissioners decided that a better use could be made of so large a sum in improving the purely park features. The structure, therefore, will be of wood. It will be of one story, and low, so as not to hide too much of the view, and inconspicuous in architecture, so as not to detract too much from the general park effect. When it is finished the neighborhood of Grant's Tomb will be more than ever attractive to the wheeling community. Carriages are less numerous on the Drive than in Central Park and the two roadways lessen the danger of accident.

The Legislature has been extremely liberal to Riverside Park, and thus the work of improving it is going on in several localities. Governor Morton has just signed a bill, introduced by Assemblyman Austin, which is preliminary to a most important betterment there. measure gives the Park Board jurisdiction over West Ninety-sixth-st., from West End-ave. to the Hudson River, and provides for a viaduct the Hudson River, and provides for a viaduct at Ninety-sixth-st., and an approach there to Riverside Park. This point is the one on the Drive at which the cross traffic is the greatest nuisance. At the pier here, large shipments of coal, wood and brick are landed, so that there is almost a constant stream of trucking. As there is a considerable ascent on either side from Ninety-sixth-st., cyclists approaching it must exercise care lest they run afoul of a big waren leaded with brick. wagon loaded with brick.

Plans for such a viaduct were drawn by John Gillam Howard, an architect, of No. 31 Pine-st. at the suggestion of the Park Board, and they doubtless will serve as basis for the final deeign. The structure, as shown by these, is to extend a block in each direction from Ninetysixth-st., the total length being about five hundred feet. It will rise gently from either side toward the middle. Besides space for vehicles there will be two broad walks. Rows of trees are to be planted along the inner edges of these walks. Lamp posts and vases for flowers will stand upon the broad stone railings. Perhaps the term viaduct is hardly an exact one in connection with this structure, as the Drive is to be filled in on the east to a level with the bridge. The original plan would have left a blank wall in front of the houses which may be built facing the Drive between Ninety-fifth and Ninety-seventh-st. This was so objectionable to the property-owners that they gave some of their land to the Park Board so that the space cast of the viaduct might be filled in. Their houses will be built about on a level with the viaduct. The first estimate of the cost of the work was \$150,000. It is not known just how much will be available for it this year. Perhaps the whole cost can be met with appropriations already walks. Lamp posts and vases for flowers will cost can be met with appropriations already

Perhaps it is the grades at Ninety-sixth-st. which keep many cyclists from the lower part of Riverside Drive. Most of them enter it at One-hundred-and-eighth-st., go around Claremont, and then return to the Boulevard by the same street. It is not easy to understand why the greater safety, the more agreeable surroundings and the magnificent views do not draw more riders from the Boulevard to the Drive. The lower end of Riverside Drive is especially accessible, as West Seventy-second-st. is broad and well paved all the way from Central Park. With the danger and the hill-climbing at Ninety-sixth-st, eliminated, perhaps the lower part of the Drive will be more visited by wheelmen than now.

Wooden handle-bars are having a considerable vogue just now and promise to gain rapidly in favor. Indeed, the prediction is ventured that in a year or two they will displace the metallic ones as completely as wooden rims have ousted those of steel. Some riders have long wanted wooden handle-bars, but could not buy them. Now several manufacturers offer them for sale, although the dealers do not seem to have a large supply on hand. The price is \$2 50 to \$5 apiece. The chief advantage of them is that they absorb vibration. Wheelmen often complain of a numbness of the hands and wrists after iong rides, and even after short ones over cobblestones. The wood is springy, and prevents this after effect, as well as adding to the pleasure during the ride. Then, too, there is a saving in weight. A wooden handle-bar was found to weigh 17½ ounces, against 25½ ounces for the steel one which it replaced. This, however, is only a secondary consideration. There is, perheps, little choice in strength between the two kinds. It is confidently asserted that any accident which would break a bar of elm or nickory would do serious damage to one of hollow steel, such as is in general use. The new handle-bars are covered with cork where they are grasped by the hand. and wrists after long rides, and even after

A cyclist tells what he considers a good joke on policeman in Central Park. The wheelman had broken one pedal and bent the other trying to ride up a steep hill. He managed to straighten the second pedal so as to use it, and was making foot on the coaster. As he was working hard to mount an incline in the Park, a policeman spied him. Noticing the foot on the coaster, he called his way slowly homeward. Naturally, he had one mount an incline in the Park, a policeman spied him. Noticing the foot on the coaster, he called out: "Hey, there, young fellow; no coasting in the Park." The unfortunate wheelman could not help laughing at the idea of coasting up a hill, but he briefly explained the accident to his wheel, and assured the policeman of his intention not to disobey the law of the municipality and of travity.

A policeman on Riverside Drive figures in an other incident, in which, however, the joke was on the bicycle rider. A young man who is most vehement in denouncing "scorehing" and "scorchers" was pedalling along at a fair, but, as he suped, perfectly legal pace, when he heard a loud phistle blown by a bicycle policeman whom he had just passed. The officer was standing beside his wheel. The rider looked back and saw the being arraigned before a magistrate. While he was certain that he had not been going at a greater speed than eight miles an hour, he felt it would be a hopeless task to convince the justice to work processing you." said the policeman, with the utness politeness, "but won't you please tell me the roads are macadamized, and, while there is no protection to wheels in transit. The point of destination was not even asked by the baggage-man on the train. After leaving the train and riding several miles one of the wheelmen found that his cyclomoter was not working; it had been jammed when the wheel were moved in the car, but was not broken, and was easily put in good order again. There are few more delightful runs around this city than one through the Oranges. The rider can hardly go astray there. Nearly all the roads are macadamized, and, while there is

looking all over town, and can't find any." Greatly relieved, the young man gave the desired information and then went his way. He finds the story too good not to tell.

The State Road Commissioner of New-Jersey, Henry I. Budd, has given considerable study to the subject of steel-track highways. He believes that they will be widely used in the future, and is anxious that an experimental road of this kind be built at once. The plan of most drivers to keep in the regular track is, of course, extremely destructive to good roads. Traffic which, if dis-tributed, would do no harm, rulns a road when confined to the same lines. On the Merrick Road, Long Island, signs are posted at intervals, asking persons not to drive in one track, and thus to pro-tect the road. If drivers would keep to the right the ruts would be much longer in forming. The the ruts would be much longer in forming. The steel tracks are designed to save the road and at the same time to permit the hauling of larger loads than could be drawn on an ordinary highway. The tracks are to be five inches wide. One set would be enough unless the traffic were heavy, in which case there would be two. The cost is estimated by Mr. Budd at \$2,000 a mile for the single track. The foundation would not be as deep as that of an ordinary macadam road.

J. C. Wetmore, the veteran cyclist of Elizabeth, in speaking about old-time clubs the other day, said: "The Manhattan Bicycle Club was the first club of the sort organized in this city, and the Brooklyn Bicycle Club is the pioneer club of Brooklyn. I think that W. M. Wright was one of the incorporators of the Manhattan, while Elliott Mason started the Citizens' Chib, which came to life later. The League parade was held in 1883. This same Wright opened the first bicycle store in this city at Fulton-st, and Broadway. Wright opened an uptown store in Fifthave., and all the clubs in the city had their headquarters in the same building."

The Riverside Wheelmen, now that they have ost the old Pontiac Building, will try to interest some capitalists in building them a clubhouse on the Boulevard near One-hundred-and-twen-tieth-st. On Memorial Day the club will have squads of racing members all over the district. Snyder and V. de John, new men, will represent the club in the Irvington-Millburn.

Entries for the Irvington-Millburn twenty-fivemile race are coming in in a flood. Over sixty entries had been received up to yesterday, and the late arrivals, always the heaviest, will carry the list up to formidable proportions. Entries are coming in from Boston, New-Haven and from all over Pennsylvania, New-Jersey and

The Jersey City Club wheelmen are going into road and track racing in earnest this year. The club has adopted a new club pin of handsome design. The pin contains the coat of arms of the State of New-Jersey and the design of a wheel. The rim is of gold, with the club name in blue

The Hackensack Wheelmen, a comparatively new club, have a membership of 250. The members are thinking of making their club an L. A. W. organization. P. A. Hewett has charge of the club's house-warming, which will take place on the night of Memorial Day. The fast riders of the club will enter most of the races held in Hudson County, although no entries have been made for the Irvington-Millburn contest.

The Elizabeth Athletic Club cyclers will have a ten-mile club team championship race on June Among those who will enter are F. Loehrs, J. Bird, Clinton Gilbert, "Len" and G. Appleby and John Cook.

An innovation is promised at Asbury Park, and many of the best known people socially are interested in it. The Ariel Cyclers have been organized, and it will become an L. A. W. club. This club is composed entirely of women. club will be exclusive, and one blackball will be club will be exclusive, and one backed an assufficient to keep out an applicant for membership. Miss Edith Mitchell is the president; Miss Loulee Steger, secretary, and Mrs. Jesse Minot, treasurer. This will be the only woman's L. A. W. club in America, and Chief Consul Gentle has much to bring about its organization.

tended tours are in the habit of making their plans, laying out routes, etc. It is a good thing to take these matters in hand reasonably early, although it is possible to have an enjoyable trip if a decision to make it is arrived at only a few days before the start. A carefully planned trip. Moulton. This has been the order since the class however, is to be preferred by most people, and there is a good deal of satisfaction in studying rowing with his class crew. Not until it was definitely decided that Watson would do no more coachdeciding which will afford the greatest amount of ing did Fennessy consent to row. He immediately pleasure. Valuable information may be gained from people who have gone over certain routes, and others are described in various papers devoted to the interests of wheelmen, while the road books prepared under the direction of the L. A. W. divisions in the various States are invaluable, even though the information contained in them is not always accurate and fully up to

that two members are enough—and an even num-ber is preferable to an odd one, since a division into pairs is most convenient on many roads, As little luggage as possible should be carried, and into pairs is most convenient on many roads. As little luggage as possible should be carried, and nothing that cannot be packed in one of the tourist bags made to fit in the bicycle frame. Tools and repair kits are, of course, indispensable; so, too, is a lamp, for the party may be delayed by some mishap, and after-dark riding may become necessary. Allowance must always be made for foul weather, if the members of the party are strictly limited in the amount of time they can spend on the trip. It is a mistake to undertake strictly limited in the amount of time they can spend on the trip. It is a mistake to undertake too much in the way of riding day after day, and provision should be made for detours to points of interest. The whole idea of a bicycle trip should be not to make work of it, but to extract from it as much pleasure as possible.

The sad fate of young Mr. Tiemann the other day should convey a warning to inexperienced riders as to the danger of going on crowded thoroughfares before they have fully mastered the wheel and feel perfect confidence in riding it. Mr. Tiemann thought he knew how to ride, and so he Tiemann thought he knew how to rice, and so he did, in surroundings where he was free from danger. His fatal mishap occurred the first time he went any distance from his home on his bicycle. The inexperienced rider not only runs a great risk himself, but he imperils the safety of all the other riders he meets or passes. In some foreign cities no one is permitted to ride a bicycle in public places until he has passed an examination in the presence of the police or other officials and demonstrated his ability to mount, to turn around, to ride among a number of irreguturn around, to ride among a number of irregularly placed posts, etc.

Complaints are heard in reference to the inac curacy of cyclometers, not always with just cause. No doubt there are some poor evclometers on the market, but the standard makes may be relied on. It sometimes happens that a rider goes marked off with posts, and fails to find that his record agrees with the measurement of the surveyors. He overlooks the fact that the survey was made in a straight line, and that it is impossible for him to ride in a straight line, even if the road for him to ride in a straight line, even it the road is wholly unobstructed. Every time he makes a swerve to right or left, or turns out to pass another rider or a vehicle of any kind, he is adding to his distance. In a run of five or six miles it is thus easy to add a half-mile or more, which, if inexperienced, the rider may lay to the inaccuracy of the cyclometer. A cyclometer attached to the rear wheel of a bicycle would measure the distance covered more accurately than one on the front wheel, since the front wheel travels considerably further.

Some wheelmen who had occasion to cross one of the North River ferries the other day were surprised to find that the railroad and ferry tickets which they had bought were not sufficient to cover their bicycles also. For these an extra charge of three cents was demanded-just the sum charged for carrying a passenger on the ferryboat. It was the ferry of the Delaware, Lackawanna and Western Rallroad. This road does not charge for carrying bicycles on its trains, but the cyclist is compelled to sign its trains, but the cyclist is compelled to sign a release and receives in turn a permit to put his wheel in the baggage-car. This permit is said to be good for a year. The official in the baggage-car did not ask to see it. No checks are given, and there is no protection to wheels in transit. The point of destination was not even asked by the baggage-man on the train. After leaving the train and riding several miles one of the wheelmen found that his cyclomoter was not working; it had been jammed when the wheels were moved in the car, but was not broken, and was easily put in good order again.

a good deal of up and down to them, there are few hills that cannot be ridden with ease. To get to the Oranges it is best to take a train to Newark or its vicinity. It is possible to ride all the way, but there is no good road across the meadows, or through Jersey City, for that matter. This nine or ten mile stretch can wisely be avoided. Orange is easily reached wisely be avoided. Orange is easily reached from Newark, and then one has all the world before him where to choose. There are good roads not only through the Orange region itself, but to Bloomfield, Montclair, Milburn, Springfield, Morristown, Elizabeth, Plainfield and many other places. This is the real wheelmen's paradise. It is said that the blcycle was used by women in Orange to a large extent sooner than anywhere else in the country. It is no wonder. The good roads fairly tempt one to ride there, and almost every one owns, or, at any rate, rides a wheel.

"Have you any footless bleycle stockings?" was the question put to a salesman in a store where sporting goods and garments are sold, clerk looked surprised, and there was a decidely incredulous smile on his face as he repeated the word "footless" and gave a negarepeated the word "footless" and gave a negative answer. "I have never had a call for them before," he said, with the air of a man who knew it all. Yet the footless bleyde or golf stocking has been on the market for several months, and is a great convenience. Many men object to heavy woollen stockings in the warm weather, and have good reason for doing so. The footless stocking is drawn over an ordinary sock, and has a thin band of material to hold it in place by passing under the hollow of the foot.

One of the prominent men who have recently joined the League of American Wheelmen is George W. Aldridge, the State Superintendent of Public Works. In mentioning this fact "The L. A. W. Bulletin" falls into the error of sup-posing that Mr. Aldridge is an official of the city of Rochester.

Following the route suggested by a writer for a newspaper bleycle column, a rider set out the other day to ride to Yonkers by going along the old aqueduct. One experience was enough the old aqueduct. One experience was enough for him. He describes it thus: "The aqueduct is smooth and level enough on its surface, but the numerous fences that have to be got over are a great nuisance. I think I had to lift my wheel over about twenty-five of them, and I had enough of it. It is true, that my machine is a little heavier than the average in use nowadays, but even with a light wheel I shouldn't care to take that route again. I know there are some pretty steep hills on the regular read, but they are preferable to frequent dismounts, each one attended with the trouble of getting a bicycle over a fence."

sprinkler that will do its duty in a rational way, and not overdo it, is hard to find. A most eccentric specimen of the sprinkler was seen on the Hudson County Boulevard a few days on the Hudson County Bollievard a rew days ago. It suggested to one bicycler who witnessed its operation the intermittent geysers of the Yellowstone Park. First the water would come out in a rush, then it would cease entirely; and this was repeated indefinitely at intervals of about thirty seconds. The result was a miserable road to ride over, as pools of water alternated with der string. nated with dry strips.

HARVARD'S CREW IMPROVING. THEIR NEW COACH SEEMS TO PUT NEW LIFE

sity crew has progressed somewhat during the last two weeks. The outlook is now considerably brighter for that crew than it was a time ago. Not that the crew expects to win all in better condition and in better spirits. The lecided that Watson was to do no more active coaching. He was not at all popular with the cars men, chiefly because they well knew his stroke would never win a race. But with Mumford they are delighted, and they are already showing the results of his work with them. The fact is that the crew to-day is superior to any crew that Harward has had in five years. It is doubtful if it could beat the fast Columbia crew, but it would give it The crew is now rowing in the following order Stroke, Goodrich; 7, Bullard; 6, Sprague; 5, Fennessy: 4, Hollister; 3, Perkins; 2, Townsend; bow, put in at No. 5. It was expected that he could soon be shifted over to No. 7, his old place, but having

rowed for three years under the old stroke, be finds it raid to learn the new strokes which Mumford is teaching. With this new stroke he is not rowing in anything like his old form. Still, he decidedly adds strength to the crew.

The crew is now made up of genuine 'Varsity maierial. Besides Fennessy, both Bullard and Townsend are oil 'Varsity oarsmen, while Ferkins, Hollister and Sprague all would have been on the 'Varsity had they not been ill last year. Goodfich stroked his freshman crew, and is of unquestioned ability. Moulton alone has never rowed before. He is strong, if not a polished oar. The substitutes are berby, '95, and three men out of the '85 class boat—Bull, Adams and Ames.

The main characteristics of the stroke as it is now being rowed are a firm leg drive, an easy catch, rather short reach, with careful blade work, and no particular attention to body, except "take care not to row out of the boat."

The freshmen eight has not been rowing in its regular order since the class rares. Stroke Boardman took a vacation of two weeks, and Marvin, who was taken out of the Varsity boat to make room for Fennessy, rowed in his place. The crew has been coached by Kales. "95, the lightest man who ever stroked the Varsity crew. Its is a man of personal magnetism and a good oarsman, and is expected to win the big quadrangular race. It is the fastest class crew, by ten seconds in two miles, that Harvard ever had, and far and away the best freshman crew. It is rowing practically the Varsity stroke, but with a quicker catch and a little faster stroke. The crew is now rowing as follows: Stroke, Boardman; 7, McDuffle; 6, Thomson; 5, Danald, 4, Perkins; 2, Whitlock; 2, Swift; bow, Dibbiee.

HARD PRACTICE AT PRINCETON. THE BALL NINE WORKING STURDILY FOR ITS

FORTHCOMING CONTESTS. Princeton, May 16 (Special).-The past week at Princeton has been marked by unusual activity in athletic circles. The baseball and track teams have labored incessantly in preparation for the games with Yale, and rapid improvement was made along all lines. It is safe to say the exhibition last Saturday was the poorest ever witnessed in an intercollegiate game at Princeton, and the "Tigers" on more through Harvard's lamentable weakness than by their own ability. The poor exhibitions in the Cornell, Harvard and Lafayette games were largely due to the introduction of a complicated system of signals, which were not thoroughly mastered by the men and threw them into confusion at critical times. Several days were spent in perfecting this system, and the play soon became systematized and reached a degree of perfection rarely seen in an amateur team. In fact, it is largely upon this sys championship aspirations, and it is safe to say the team is stronger in this particular than any former Princeton nine. The batting of the team has been uniformly hard and timely, and little attention was

iven to it during the week.
Of the pitchers, Easton has been the most effective in the larger games, and he will be entered in the pox in the Yale game at New-Haven next Saturday, while Wilson will be played in the Cornell game the

following Wednesday. Easton may be relied upon for six innings, after which he usually weekens and gives his opponents several bases on balls or is batted freely. Aside from this, he is the strongest pitcher Prin eton has had since the days of Young and Brokaw. Attman has been tried in several games, but he has been much less effective than last year. Wilson is capable of pitching an effective game, although he cannot be relied upon, as was proved in the Cornel game when he was batted for a total of twenty-three bases.

The management is still in a quandary as to the position behind the bat. All three of the catchers have weaknesses which make them anything but trustworthy. Smith is the best backstop of the trio, but his effectiveness is lessened by his inability to throw to bases accurately. Titus is his superior in throwing, but is not as sure a backstop. Graham had a trial in the Lafayette contest, and payed a steady game, but has not had enough experience on the team to insure him the position.

Wheeler has strengthened the infield by his clever game at second. Kelly has been playing but a mediocra game at first base, but has redeemed himself by heavy stick work. Gunster at third has been picking up everything in his territory and using excellent judgment. There is no telling what he will do at the bat, however, as one day he will lead the list with a cean record of hits and again it will be strike outs. Ward as shortstop is one of the cleverest fielders on the amateur diamond, and his work surpasses anything ever seen on a Princeton team. Wilson has been covering left field.

is always stronger on her home grounds, as is shown by the fact that Princeton has been defeated with remarkable regularity during the last four years. The game with Cornell Wednesday will also be of vital importance, as Princeton's hopes of winning the championship are based upon the outcome. Cornell defeated the "Tigers" in their first game with little trouble.

PENNSYLVANIA'S TEAMS DOING WELL MR. WHITNEY ON THE DIFFERENCES WITH HAR-VARD-BASEBALL VICTORIES.

Philadelphia, May 16 (Special).-The students are congratulating themselves on the good showing made by the track team against Cornell on the latter's grounds last Saturday. Considering that several of the best men were unavoidably prevented from going on the trip, owing to examinations, and that the long journey is the men who did take part, they think that the showing was creditable, and that it promises well for Pennsylvania's chances in the Mott Haven

Caspar Whitney has written a letter jointly addressed to Professor Beale, of Harvard, and Dr. J. Williams White, in which he practically agrees with Pennsylvania's position in the differences with Harvard in regard to the football eligibility rules, which were submitted to him for arbitration. No list of the colleges which are to be the feeders has yet arrived, but it is believed that, under his interpretation, Pennsylvania will be able to play both Prooke and Williams in the game with Har-

both Brooke and Williams in the game with Harvard next autumn. The arbitration is for the one game, and in no way establishes a precedent. It has been decided to reduce the price of admission to the baseball games. Hereafter the general admission will be 25 cents, instead of 50. The reserved seats will be 50 cents and 75 cents, including admission.

The sames of the week have resulted in Pennsylvania's favor by good scores. On Wednesday Lehigh was beaten on her home grounds by the score of 13 to 8, and on last Saturday Cornell was taken into camp for the second time by the score of 11 to 6. Yesterlay Wesleyan was to play on Franklin Field, but for some reason the visitors did not appear, and late last night no word had been received for their non-appearance.

The cricket team is doing well in the oractice games. In last Saturday's game with the Germantown Cricket Club the score was: Pennsylvania, 127; Germantown, 84 for 8 wickets. W. N. Morice, F. D. Patterson, C. S. Patterson, jr., and A. Paul did the best work for the college.

HORSE AND CARRIAGE TRADE NOTES.

The Peters & Calhoun Company, No. 33 Warrenare showing harness in silver, brass and nickel mountings sultable for every variety of vehicle, at extremely low prices.

William H. Gray, of Wooster-st., near Canal, reports a good trade in wagonettes and park carriages generally, a number having been sold in the last

H. M. Duncan, of Nos. 487 and 489 Fifth-ave., has on exhibition a full line of victorias, cabriolets, spider phaetons, etc., in light and elegant trimmings; also, a variety of fancy traps of the best workman-

Schildwachter, of Park-ave, and One-hundred-andtwenty-eighth-st., is doing a rushing business. His stock of new and second-hand carriages is among the largest in Harlem. W. D. Grand will have four more big sales this

week, beginning to-morrow with the horses of J. Dickman Brown. On Tuesday the consignment of carriage horses and speedy trotters of Hogan Brothers, Manchester, Iowa, will be disposed of. Wednesday the catalogue contains a number of Virginia and Ohio-bred hunters, saddle and carriage orses, consigned by the Pinewood Stud, White Plains, N. Y., and the Breezy Hill Stock Farm, East Cleveland, Ohio. On Friday S. S. Howland's fifth annual sale of high-acting carriage horses, hunters and saddle backs, from the Bellwood Stud, Mount Morris, N. Y., will take place.

Corbett & McAuliffe, of Forty-first-st., near Lexington-ave., are offering special inducements to purchasers of summer carriages, new and second band.

John Callanan, of No. 57 West Forty-fourth-st., reparts the last week as being a very busy one, espeally in runabouts and breaking carts. The repairig of line carriages is a specialty of his house.

R. H. Macy & Co. have in stock a complete line
of the noted Commerford harness, their own
annfacture. Everything necessary for the stable
track can be had from them at wholesale prices.

The Studebaker Brothers Manufacturing Company
of Canal-st, filled a number of out-of-town orders
or summer carriages and traps last week. Busiess is good in every branch of the company's estabshment.

ness is good in every branch of the company's establishment.

C. C. Downey, of Fifty-first-st., near Seventh-ave, of best makers, at buyers' prices.

Jacob Holard, of the Venango River Stock Farm. Cambridgeboro, Penn., for many years a prominent breeder of high-class carriage and road horses for the New-York market, has at the Mineola Stables, Fifty-ninth-st. and Eighth-ave, a carload of high steppers and speedy horses, thoroughly mannered and seasoned and the for immediate use.

The New-York Coach Horse and Cob Company, of West Sixty-ninth-st, reports good business. It always keeps about one hundred horses on hand, including high steppers, roadsters, four-in-hands, tandems, etc., all thoroughly trained and seasoned.

J. F. Goodrich & Co., of Third-st, and Broadway, are exhibiting new styles in adjustable-seat surreys, riphe buckboards, spider phaetons, victorias, etc., in special designs, bullt to order.

R. M. Stivers is showing something new in a combination of the Covert and Belham cart in light trainings, the very latest out.

THE SPENCER BRAKE CO., 140 CHAMBERS-ST., N. Y. Agents for Liberty Wolft-American and Crescent Cycles.

ALDERMEN BITE THE DUST.

ALDERMEN BITE THE DUST.

COURT CALENDARS FOR MONDAY.

Appellate Division—Supreme Court—Heeses untill Tuesday, May 19, at 1 p. m.

Supreme Court—Special Serm—Part I—Before Pryor, J.

Motion calendar called at 11 a. m.

Supreme Court—Special Term—Part II—Before Trunx,

Court—opens at 10 30 a. m. Ex part matters.

Supreme Court—Special Term—Part III—Before Smyth,

Motions Demurers. Nos. 181, 183, 187, 1 tryferted

auses Nos. 2021, 2078, 2380, 2607, 2604, 2041, Clear.

Supreme Court—Special Term—Part IV—Before Heek
unn. J.—Law and fact: Nos. 2192, 2407, 2108, 2340, 2376. preme Court-Special Term-Part V-Before Andrews N. day calendar, uprems Curt-Special Term-Part VI-Before McLean, causes to be sent from Part IV for trial. Case un-

sel.

oreme Court—Special Term—Part VII—Before Law, J.—Elevated Hallroad cases. (Bear,
oreme Court—Special Term—Part VIII—Adjourned for rence, J. Ervaled Special Term—Part VIII—Adjourned for the term.
Supreme Court—Trial Term—Part II—Before Freedman,
J.—Preferred causes Ness, 7213, 1878, 8223, 7285, 7057,
7349, 8889, 8104, 8452, 8899, 8454, 6269, 8492, Clear,
7349, 8889, 8104, 8452, 8899, 8454, 6269, 8492, Clear,
7349, 8889, 8104, 8452, 8899, 8454, 6269, 8492, Clear,
7419, 7419, 2669, 2610, 2616, 2646, 570, 2034, 2464,
2507, 2411, 2430, 2431, 2443, 2451, 2594, Clear,
Supreme Court—Trial Term—Part IV—Before,
J. Supreme Court—Trial Term—Part IV—Before,
M.Adam,

Supreme Court—Trial Term—Part IV—Before ——, J.

No day calendar.

Supreme Court—Trial Term—Part V—Before McAdam,
J.—Causer to be sent from Part III for trial. Clear.

Supreme Court—Trial Term—Part VI—Before Daly, J.—
Causer to be sent from Part III for trial. Clear.

Supreme Court—Trial Term—Part VII—Before Gilder—
Sleeve J.—Nos. 2401. 2188, 2189, 7606, 2006, 2008, 2006,
1681, 1402, 1806, 1849, 819, 636, 2255, 2401, 2406. Clear.

Supreme Court—Trial Term—Part VIII—Before Book—
staver, J.—Causes to be sent from Part VII for trial.

Clear.

Supreme Court—Trial Term—Part IX—Before Giegerich.

unfinished.
Supreme Court—Trial Term—Part XI—Before
—No day calendar.
Surrogate's Court—Chambers—Before Fitzgerald.
Court opens at 10:30 a. m.—No day calendar. Wills probate: George Steinbrecher, Aaron Wise, Henry R Herman Lowenthal, Frederick W. Strauss, Louis Kul Caroline H. Wright, Emilio G. Strege, Marie D. Wur at 10:30 a. m.; Elizabeth Woods, Edward Schutt, p. m.

at 10:30 a. m.; Elizabeth Woods, Edward Schutt, at 2 p. m.
Surrogate's Court—Trial Term—Before Arnold, S.—No 1147, will of William Muller, at 10:30 a. m.
City Court—Special Term—Hefore McCarthy, J.—Court opens at 10 a. m. Motions at 10:30 a. m.
City Court—Trial Term—Part I—Before Fitzsimons, J.—Nos. 1427, 1525, 1244, 1529, 1374, 1443, 758, 3095½. Clear.
City Court—Trial Term—Part II—Before Conian, J.—Nos. 1421, 1105, 1110½, 1232, 1057, 4313, 1000, 885½, 1131, 1231, 1071, 1079, 977, 4178, 1595, 1163, 1160. Clear.
City Court—Trial Term—Fart III—Before Schuchman, J.—Nos. 689, 1300½, 1334, 1335, 1277, 1508, 1182, 1314, 701, 1309, 1336, 1331, 1271, 1508, 1182, 1314, 701, 1309, 1356, 1361, 1554, 4530½, 1289, 2777, 774, 628, 736, 1288, 1351, 859, 778, 1268, 1268, 820, 869, 773, 1409, 1549, Case unfinished.
City Court—Trial Term—Part IV—Before Van Wyck, C. J.—Short causes: Nos. 4353, 3432, 4039, 4469, 1837, 407, 2001, 4302, 4467, 4453, 4516, 4409, 4238, 4492, 3582, 3582, 3582, 4527, 4474, 4478, 4202, 4444, 3320, 4463, 4370, 4449, 4503, 4534, 4504, 4570, 4503, 4574, 4076, 4574, Clear.

REFEREE APPOINTED. Supreme Court. By Truax, J.

RAPID TRANSIT PLAN FORMING. Francis B. Thurber went to see Mayor Strong yes

terday. He is a member of the Board of Trade and Transportation, and he inquired if the Mayor had considered a plan of rapid transit extension lately submitted by George J. Gould and Russell Sage aubmitted by George J. Gould and Russell Sage. The Mayor said he had been so busy with legislative bills that he had not had time to examine the plans which were submitted to him by the Elevated Railroad people, but he expected to be able to submit some rapid transit scheme to the Rapid Transit Commission by next Wednesday or Thursday. He also said he thought some extension of the Elevated Railroad system was needed to meet the immediate requirements of the travelling public.

ANTHRACITE COAL PRICES MAY GO UP. cite coal is probable on June I. There are full stocks of coal at tidewater, but there is no coal stored in cars on sidetracks. The present production is at the rate of 22,000,000 tons a year. Whether there will be an advance by middlemen has not been deter-mined. Their prodt is now \$1.25 a ton.

NO TEMPLE EMANU-EL CHANGE.

Lewis May, president of the Congregation of the Temple Emanu-El, said yesterday that there was would be sold and that the present property would be sold and that the congregation would move. He added emphatically: "We have been in our present place since 1865 and we expect to re-main."

Bicncles. THE GLOBE VAPOR LAMP A NEW PRINCIPLE \$300 NO SOOT, NO GREASE, NO ODOR. PROOF AGAINST WIND AND JAR A beautiful, finely finished, well made lamp, which fulfills all requirements. Attacher to head or fork; No lamp bracket necessary; Locks with a key; Nickel plated and beautifully finished; Jewel side lights. Weight, 11 ounces. For sale by all dealers.
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THEY WILL BOAST THE PROWESS OF THEIR BALL TEAM NO MORE.

THE SURROGATES CLERKS "POLISH THEM OFF" AT THE RATE OF 10 TO 1-HAD NO RESPECT FOR O'BRIEN AND MURPHY, THE

Ever since the grass began to grow green in Central Park the clerks connected with the Board of Aldermen have been boasting of their prowess as ball tossers. These vauntings came to the ears of the Surrogates' clerks, who also flatter themselves that as players of the National game they are "some The result was a match game between the contend-ing parties on the Polo Grounds yesterday afternoon. The Aldermen's clerks will never boast again, for, although assisted by the prestige and the avoirdupols of four real live Aldermen, they could make only three runs in four innings. As nearly as could be estimated, the Surrogates' clerks made thirtytwo runs in three innings.

The attendance was large and enthusiastic. The visitors cheered everything from a home run to a muff. Old "Well! Well!" known to all the local patrons of baseball, was present, and contributed frequently to the gayety of the occasion. He excused the defeat of the Aldermen on the ground that "you couldn't really expect a man to run fast when he is weighted down with \$2,000 a year."

The game was a go-as-you-please sort of an affair from the start. A mowing-machine cavorting around in centre field, seemed to disturb nobody, while all of the fielders felt at perfect liberty to refresh themselves at the rear of the grand stand, whether their side was in the field or not.

The Aldermen ascribed their overthrow to hard luck, but to a disinterested observer it seemed as if they couldn't play ball. But in that defect they are not without company in the ranks of the pro-The particular stumbling-block of the losers was

Curtis, who wore a Yale Law School shirt and Curtis, who wore a Yale Law School shirt and seemed determined to pitch in a manner worthy of that garment.

Glaser started in to pitch for the Aldermen and Gallagher to do the catching, but Glaser seemed unfit to pitch hay and Gallagher "let 'er go" so frequently that this combination soon gave way to the simon-pure Aldermanic battery of O'Brien and Murphy. But the opponents continued to bang out bits

At the end of the third inning the score was 22 to 2.
The feature of the game was the muff of a pop fly
by Alderman O'Brien. Here are a few details of
the score:

Aldermanic clerks 0 0 2 1 - 3

Basehits - Aldermen 3, Surrogates didn't need any. Erors Surrogates 2, Aldermen ever so many. Earned
uns - Surrogates 0, Aldermen all they got. Struck outsurrogates a few, Aldermen all minest everybody. Umpire—
E. Peeples. Time—Think they're playing yet.

UNDER A DILATORY PAYMASTER. Eighteen or twenty deputy-marshais and bailiffs employed in the Federal Building are waiting anxiously for their wages due since January 1. They earn \$2 a day, and have not been paid for more than four months. Besides these there are dues for serving processes and the like, known as "emolument money," unpaid for a long time, that depend on an appropriation, so that nobody knows when they will be paid.

It is not Marshal McCarty's fault. The United States Marshal himself has to wait months for reimbursement, and must advance the wages for deputies from his own purse if they are to be paid promptly.

NO ROOM TO COOK THEIR FISH.

The annual planked shad dinner of the Columbia Yacht Club at the clubhouse, Eighty-sixth-st. and the Hudson River, which was to be held yesterday, was postponed for one week. Several new boats, which are to be put into commission next week, occupy so much room before the clubhouse that there was not space enough to cook the shad. will be held, however, on Saturday, May 23, at 3 o'clock p. m. The yacht club season will also be formally opened at that time. It is expected that there will be a large attendance and some informal speechea. We Make Wheels Eldredge Belvidere. They are the Lightest Running Wheels on Earth and Strictly High Grade. We Always Made Good Sewing Why Shouldn't We Make Good Wheels? THE BEST HERMAN BOKER & CO., Agents, 101 Duane St., New York City.

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